

## Prices and Prospects.

# Coke Market Pegging Along Without Changes in Prices Or in Volume of Movement

Production Situation Has Been  
Fully Liquidated; Sup-  
plies Adequate.

## HECK IN BLOWING OUT

In Blast Furnaces, Next (June May  
Be Blowing In, Moderate Demand  
for Heating (Oct, Slight Improve-  
ment in Foundry (More Coal Demand

Special to The Weekly Courier.  
PITTSBURGH, Aug. 6.—The coke  
market has been a very quiet one in the  
last week without any noticeable change  
either in prices or in the volume of  
activity.  
The situation as to coke production  
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Demand for heating coke is of  
other moderate proportions but is  
probably as good as could be expected  
in the circumstances. Prices remain  
notable at \$2.60 to \$2.75. Now and  
then there are hopes of the market  
tightening but just as often some first  
drawings have come chiefly from the  
United States rather than from abroad.  
Medium quality coke of the  
good grade, for smelting is held  
pretty well at \$3.25 with occasional  
occurrences of odd lots.  
Foundry coke demand has shown  
no improvement in the past week and  
perhaps a trifle lighter than a week  
or three weeks ago. With the coke  
line recorded a week ago the market  
has been holding very steady. The  
average of all transactions in standard  
and foundry coke has been paid by  
consumers at probably slightly above  
\$4.25. There is much talk of a  
\$4.25 with some at \$4.30 and there  
remain exceptional cases in which  
above \$4.50 is paid by consumers who  
are especially particular as to brand.  
The market remains quiet as follows:  
Spot furnace  
Spot foundry  
While there has been a little heavy  
production of coke in the general  
district in the past few weeks, the  
second quarter of the year has  
been a trading market rather than a  
period of greater activity. Regular  
Pittsburgh district coke is not likely  
to any extent except in the case of  
slack and this is probably the only  
center in the coke market which  
is not in the hands of a few speculators.  
Slack in the coke market  
is generally at \$1.10 to \$1.15 but it  
seems some operators are securing  
\$1.10 on much of their tonnage and  
hoping to regularize the market by  
prices adjusted period after period.  
Connellsville coke is being sold at  
steam purposes but not in great quantities.  
By product coke is being sold at  
asking price is \$1.75.  
The pig iron market has been a  
quiet one but it is not likely to be  
any weakness as to price. The situation  
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## Review of the Connellsville Coke Trade

### Statistical Summary.

PRODUCTION		WEEK ENDING AUGUST 2, 1924			WEEK ENDING JULY 26, 1924			
DISTRICT	Ovens	In	Out	Tons	Ovens	In	Out	Tons
Connellsville	12,217	1,577	16,040	15,317	1,406	16,041	14,110	1,410
Lower Connellsville	11,518	2,070	13,741	13,290	1,118	14,761	14,110	1,410
Totals	23,735	3,647	29,781	28,607	2,524	30,802	28,620	2,820

FURNACE OVENS		WEEK ENDING AUGUST 2, 1924			WEEK ENDING JULY 26, 1924		
Connellsville	11,036	981	13,975	13,100	1,185	13,975	12,500
Lower Connellsville	10,482	400	12,766	12,190	921	10,786	8,600
Totals	21,518	1,381	26,741	25,290	2,106	24,761	21,100

MERCHANT OVENS		WEEK ENDING AUGUST 2, 1924			WEEK ENDING JULY 26, 1924		
Connellsville	1,281	59	2,065	2,217	286	2,066	7,010
Lower Connellsville	9,981	2,370	11,676	11,073	2,132	12,695	25,110
Totals	11,262	2,429	13,741	13,290	2,418	14,761	32,120

## UPWARD TREND IN INDUSTRY IS NEAR, COAL MEN TOLD

There Will Go Noticeable  
Change in 30 Days, H. L.  
Gandy's Prophecy.

## COAL AT LOWEST POINT

Three Hundred Operators and Others  
Are Inspired by Addresses at  
Annual Banquet of Fayette  
Greene Producers Association

Belief that the industrial depression  
has reached its lowest point and that  
within 30 days an upward trend will  
be discernible in the coal business  
was expressed by H. L. Gandy, secretary  
of the Fayette Greene Producers Association,  
at the annual banquet of the association  
held at the Hotel Hamilton last night.  
The banquet was held at the Hotel  
Hamilton last night and was attended  
by about 300 guests. The program  
consisted of a dinner and a series of  
addresses. The first address was  
made by H. L. Gandy, secretary of the  
association. He spoke of the current  
situation in the coal industry and  
expressed his belief that the industry  
was at its lowest point and that an  
upward trend was near.

Speaking of the subject of "The  
Future of the Coal Industry," Mr. Gandy  
said that the industry was at its lowest  
point and that an upward trend was  
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## Train Control Orders Suspended on 42 Lines

The Interstate Commerce Commission  
has suspended automatically the  
requirement of train control orders on  
42 lines. The suspension is effective  
from August 1, 1924. The suspension  
applies to all lines which are not  
operated by the Interstate Commerce  
Commission. The suspension is a  
result of a decision by the commission  
that the requirement of train control  
orders is not necessary on these lines.

## SHORTAGE OF BOTH CARS AND COAL IS PREDICTED IN FALL

Unless There Is Immediate and  
Large Increase in Coal  
Production.

## EARLY BUYING IS URGED

The Railways Are Predicting That  
Unless There Is an Immediate and  
Large Increase in Coal Production,  
a Shortage of Both Cars and Coal  
Will Be Experienced in the Fall.

WASHINGTON, Aug. 6.—A huge  
political organization, the 30,000  
members of the United Mine Workers  
of America, are predicted to be in  
a position to sweep the nation in the  
half of the country which is under  
the control of the United Mine Workers  
of America. This is the prediction  
of the United Mine Workers of America,  
which is the largest labor union in  
the United States. The United Mine  
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## Two Killed, Three Injured When Roof Fall Buries Miners

JOHNSTOWN, Aug. 6.—Two men  
were killed and three injured when  
a roof fell in a coal mine here today.  
The accident occurred in the  
Springfield mine. The roof fell  
on the miners and buried them.  
The miners were working in the  
mine when the roof fell. The miners  
were killed and injured. The miners  
were killed and injured. The miners  
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## Two Sales Greene County Coal Land

After long inactivity in coal land  
transactions in Greene county two  
sales were reported last week.  
Henry A. Phillips of Pittsburg, Pa.,  
purchased two tracts of coal land in  
Greene county. The sales were made  
by the Greene county coal land  
commission. The sales were made  
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## Production and Output.

# Production Level Appears To Have Been Reached at or Near 50,000 Tons Per Week

At Least That Is the Measure  
of Present Consuming  
Requirements.

## DECREASE OF 3,060 TONS

Last Week Brought Total to 47,500  
Tons. Furnace Plants Made Heavy  
Loss (at Merchant Hold Lead in  
Making 6.7 Per Cent of All Coke

The record of the preceding five  
weeks in coke production has been  
established around 49,000 tons. At  
any rate it has not exceeded the  
figure far enough to show the  
consumption requirements are  
greater than the average of  
the period.

## UPWARD TURN IN PRODUCTION OF BITUMINOUS COAL

Best in 7,840,000 a Year in 1924  
Tons Last Week in Full Month  
(Coke Again Declines)  
WASHINGTON, Aug. 6.—The  
production of bituminous coal in  
the United States last week was  
7,840,000 tons, a record for the  
month of July. The production of  
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## First Increase in Coal Output

The United States Coal Company  
has reported a first increase in coal  
output. The increase was in the  
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## Fluctuating Two Stocks

The Jones & Laughlin Steel  
Company is fluctuating two stocks  
in addition to the four basic  
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In fact the week of  
July 26 was the only one in which  
the record of the  
production of coke was  
less than 50,000 tons. The  
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## The Tide of Prosperity Is Rising in Europe

By J. W. T. MASON  
(Written for the United Press)

Enlarging foreign demand for American products, with increasing prosperity for the United States, are beginning to appear as a permanent factor in Europe's recovery. The numerous loans which have been floated in Europe since the war and continue to be floated, largely in the American market, are showing productive returns which promise to exert continuously powerful influence in setting the world to rights.

Full tide of prosperity in Europe has not yet set in, but it is commencing, and its accumulation of momentum is inevitable, as long as there are no upsets by imperialistic statesmanship. The promise is being held out that the European chancellors intend to move continuously toward settlements of outstanding problems, simply by gradual forgiveness of mutual antagonisms, as far as public opinion will sustain such a course. Positive constructive policies by the trans-Atlantic diplomats at their ever-recurring conferences, are impossible. But, European prosperity doesn't depend on definite assistance from temporary statesmen. If only the statesmen let the people reasonably alone, in making their own informal peace conditions, the people will find the way through increasingly cordial commercial intercourse.

This is the mood which is now prevalent throughout Europe, and it is justified by the fact that the Europeans are beginning to stabilize their standards of living at a higher point than before the war. The impulse toward Germany and France and the confusion caused by the Ruhr misunderstandings, have not resulted in decreased prosperity either for France or Germany. Especially have the Germans been able to make progress, despite the cruelties of the statesmanship both in Berlin and Paris. Germany is near recovery, and is using a gold standard of currency, and maintaining it by the high productivity of her people.

The Austrian return to prosperity and the constant progress economically of Czechoslovakia, are having much influence upon the general recovery of self-confidence throughout continental Europe in general. The movement toward economic rehabilitation in Hungary is not progressing as rapidly as elsewhere, largely because there is a general reluctance to advance adequate loans to the Budapest government. There is less assurance of stability in the Hungarian administration than anywhere else in south-eastern Europe. This is due to the fact that Hungary was dismembered after the war, and the people are still sullen and resentful, and considered themselves, as indeed they are, surrounded by enemies who have taken their territory. Loans to the present Hungarian government might be repudiated if a revolution were to bring about a change in power.

Decisive impetus to Europe's full recovery of prosperity is more likely to come from Russia than any other source. The delay in recuperation of Russia's purchasing power is the only major disquieting factor in the economic situation. Russian commissioners who have been trying to negotiate a loan in London, have not been successful because they have not been in a position to offer security acceptable to bankers. If the obstacles to successful financial rehabilitation of Russia were overcome, Europe would probably react with an immediacy that would spread in all directions.

But, for such a movement to take place, Russian loans would have to be negotiated on a sound business basis, justifying the assumption that the money would be used productively. The bankers want not only a guarantee of repayment, but they wish to feel assured that whatever loans may be made will actually contribute to general recovery of Europe. Obstacles in the way of this accomplishment will surely be overcome eventually by negotiation, and then Europe will begin to get rich quick.

## Fatalities in Mines in June At Average Rate

Accidents at coal mines in the United States during June, 1924, resulted in the death of 161 men according to reports made by state mine inspectors to the Interior Department, through the Bureau of Mines. The output of coal during the month was 36,161,000 tons, the fatality rate being, therefore, 4.22 deaths per million tons of coal mined, as compared with 3.73 for June last year and an average fatality rate of 4.22 for the month of June during the 10-year period, 1914-1923. For anthracite mines alone the number of fatalities in June, 1924, was 53, the fatality rate being 6.88 per million tons, as compared with 6.00 for the same month last year and 7.06 for June during the 10-year period. For bituminous mines alone the June rate for 1924 was 3.55 per million tons, as against 3.39 for June last year and 3.58 average for June during the 10 years.

Records of the Bureau of Mines covering the first six months of 1924 show that 1,302 men lost their lives in accidents at coal mines during that period. Of this number, 1,049 men were killed at anthracite mines and 253 at bituminous mines. The 1,302 fatalities indicate a death-rate of 4.76 per million tons, which may be compared with 3.91 for the first six months of 1923. For bituminous mines alone the 1924 rate for six months was 4.61, as compared with 3.59 for the same period of 1923. For anthracite mines alone the rate for the first half of 1924 was 5.51 per million tons, as compared with 5.61 for 1923.

On June 6, 1924, an explosion of gas at the Loomis mine, Wilkes-Barre, Pa., resulted in the death of 14 men. This accident brought the number of "major" disasters in 1924 to six, with a total loss of 398 lives. In 1923, during the first six months, there were six similar disasters with a total loss of 155 lives. These figures indicate that the fatality rate based upon the number of men killed in major disasters during the first half of 1924 was 1.46 per million tons; during the first six months of 1923 the corresponding rate was 0.48. A comparison of the causes of accidents in the first half of 1924 shows that explosions of gas or coal dust continue to be the only cause of accidents with increased fatality rates. Decreased fatality rates prevailed in accidents from falls of roof and coal, haulage accidents, and accidents due to the use of explosives and electricity.

Reports covering the Alaskan coal-mining industry for the first five months of 1924 disclose that there were no fatal accidents during the period, although four men were injured. The total production of coal in the Territory during the five-month period was 40,271 tons. The total number of man-shifts was 16,599, indicating an average production of 3.47 tons of coal per man per day. The number of men employed in the Alaskan coal industry ranged from 167 in January to 118 in March.

A New Coal Road.

A new coal carrier line from Owensboro, Ky., Ind., a distance of eighty-four miles, to connect the latter point with the Chicago, Milwaukee & St. Paul railroad, to be operated as an electrical line, has petitioned the Interstate Commerce Commission for right to build.

## IRON AND STEEL TRADE FEELS IMPULSE OF MORE OPTIMISM IN THE WEST

CHICAGO, Aug. 1.—In a special to his paper the correspondent of the Cleveland Daily Iron Trade says that not in months has so much optimism been talked and printed, and evidenced by increasing steel mill operations, as in the past few days. The only weak spot in the entire situation for the iron and steel industry is price instability, but low stocks in consumers' hands and general better feeling are outweighing this advance factor. Sentiment expressed at the convention of the Interstate Merchants' council, comprising 3,000 central western shop keepers, reveals the upturn in trade which the territory radiating from Chicago is beginning to experience. A typical appraisal of the situation comes from Paul Davis, a dry goods merchant from Waterloo, Iowa. "We are facing an era of prosperity, one of the greatest in the history of the country. We are feeling very good over crops and prices in Iowa. The crops promise fine since the recent blowing in this district will have comparative little effect on the price of farm products certainly have put life into everything. Discontent is rapidly disappearing."

Within the iron and steel industry itself, a stir of life is discernible in spite of July and August being golf and vacation months. Steel ingot operations began the week on a schedule better than 40 per cent, which was a gain of several points. No more steel works blast furnaces have gone out and a banked one may resume shortly, it develops.

The lone merchant pig iron stock blowing in this district will have comparative little effect in September when the refining of the Zenith stock at Duluth is completed.

## JOHN A. COOK, FRICK FOREMAN, DIES AT SMOCK

John Adam Cook, 48 years old, of Smock and a former resident of Connelldale, died Monday night at 11:20 o'clock at his home following a seven months illness. He was yard foreman for the H. C. Frick Coke Company at Connelldale and was well known in Connelldale and vicinity. Besides his wife, Mrs. Flora Swager Cook, he is survived by three sisters, Mrs. James Swink and Mrs. William Calhoun, both of Grindstone, and Mrs. John Kopt of Alverton and three brothers, Curtis and William Cook, both of Grindstone, and George R. Cook of Akron, Ohio.

## Death Trap Set Bandits in Mine

GRAND JUNCTION, Colo., Aug. 6.—A death trap was prepared at the mouth of the Palisade mine today for the three bandits who have resisted since last Saturday the efforts of a sheriff's posse to dislodge them from their hiding place. Tunnels leading to the interior of the mine have been wired with electric lights and members of the posse stationed nearby with orders to shoot if the bandits appear.

Sheriff Watson, who heads the posse, plans to wait until the bandits venture out toward the entrance, then turn on the lights suddenly and shoot the men. Sulphur fumes which have been poured into the mine are expected to force the bandits out.

Read The Weekly Courier.

## LIST OF COKE OVENS IN THE LOWER CONNELLSVILLE DISTRICT With Their Owners, Address and Ovens in Blast Corrected to Saturday, August 2, 1924.

Ovens	In Works	Name of Operators	Address
40	Adah	Weston-Payette Coke Co.	Greensburg
232	Allison No. 1	W. J. Rainey, Inc.	New York
200	Allison No. 2	W. J. Rainey, Inc.	New York
142	American 1	J. G. Houston, Resolver	Pittsburg
240	American 2	J. G. Houston, Resolver	Pittsburg
40	Brownsville	Brownsville Coke Co.	Pittsburg
208	Century	Century Coke Co.	Brownsville
40	Champion	Champion C. V. Coke Co.	Uniontown
237	Champion	Champion C. V. Coke Co.	Uniontown
120	Champion	Champion C. V. Coke Co.	Uniontown
482	Donald 1 & 2	Consolidated Coke Co.	Pittsburg
180	Donald No. 3	Consolidated Coke Co.	Pittsburg
120	Edwards	Edwards Coke Co.	Uniontown
132	Kearney	Kearney Coke Co.	Uniontown
82	Emory	South Fayette Coke Co.	Uniontown
120	Frederick	Old Connelldale Coke Co.	Smithfield
110	Garwood	Republic Coal & Coke Co.	Connellsville
38	Genuine	Genuine C. V. Coke Co.	Uniontown
200	Griffin No. 1	Griffin Coal & Coke Co.	Pittsburg
195	Griffin No. 2	Griffin Coal & Coke Co.	Pittsburg
210	Harbert	C. V. Central Coke Co.	Pittsburg
48	Hillside	Westmoreland Gas Coal Co.	Connellsville
102	Hill Top	S. Connelldale Coke Co.	Uniontown
28	Hope	Hope Coke Co.	Uniontown
195	Husted	Husted-Semans C. & C. Co.	Uniontown
290	Isabella	Isabella Coal & Coke Co.	Uniontown
120	Juniata	Juniata Coal & Coke Co.	Uniontown
140	Katherine	Union Connelldale Coke Co.	Uniontown
200	Labelle	American Conn. Fuel Co.	Isabella
290	Lafayette	Atlas Coke Co.	Helen
30	Leon	Franklin Coke Co.	Mt. Pleasant
100	Lincoln	Lincoln Coal & Coke Co.	Scottsdale
40	Little Gem	The Bixler Coal & Coke Co.	Pittsburg
200	Low Phone	C. V. Central Coke Co.	Pittsburg
34	Luxerne	Luxerne Coal & Coke Co.	Pittsburg
64	Marion	Southern C. V. Coke Co.	Connellsville
100	McDonald	McDonald Coke Co.	Uniontown
100	Old Home	W. J. Rainey, Inc.	Uniontown
113	Puritan 1 & 2	Puritan Coke Co.	Uniontown
72	Puritan No. 4	Puritan Coke Co.	Uniontown
100	Puritan No. 5	Puritan Coke Co.	Uniontown
194	Puritan No. 6	Puritan Coke Co.	Uniontown
101	Poland	Poland Coal Co.	Pittsburg
120	Rice Hill	Rice Hill Coal Co.	Uniontown
275	Royal	W. J. Rainey, Inc.	New York
52	Russell	Russell Coal & Coke Co.	Smithfield
30	Sackett	H. R. Sackett Coal & C. Co.	Smithfield
154	Seaford	Seaford Coal Co.	Uniontown
250	Shamrock	Fayette Coke Co.	Uniontown
110	Shirling	Consolidated Coke Co.	Pittsburg
100	Thompson 1	Thompson C. V. Coke Co.	Pittsburg
120	Tower Hill 1	Tower Hill Coal Co.	Uniontown
204	Tower Hill 2	Tower Hill Coal Co.	Uniontown
42	Virgil	Syracuse Coal & Coke Co.	Scottsdale
60	Washington	Washington Coal & Coke Co.	Dawson
80	Washington	Washington Coal & Coke Co.	Dawson
60	Winthrop	Winthrop Coal & C. Co.	Uniontown
28	Yukon	Whitely Coke Co.	Uniontown

Ovens	In Works	Name of Operators	Address
1,986	2,175	FURNACE OVENS	
400	Albia	Monessen Coal & Coke Co.	Albia, Pa. Co.
100	Brigade	H. C. Frick Coke Co.	Pittsburg
134	Burlington	H. C. Frick Coke Co.	Pittsburg
500	Colonial No. 1	H. C. Frick Coke Co.	Pittsburg
101	Colonial No. 2	H. C. Frick Coke Co.	Pittsburg
300	Colonial No. 4	H. C. Frick Coke Co.	Pittsburg
234	Danbo	Reliance Coal & Furnace Co.	Pittsburg
200	Death	H. C. Frick Coke Co.	Pittsburg
600	Edwards	H. C. Frick Coke Co.	Pittsburg
400	Footdale	H. C. Frick Coke Co.	Pittsburg
202	Geneva	McKee Coal Co.	Lewistown, Ohio
402	Griffin	H. C. Frick Coke Co.	Pittsburg
200	Lackner	H. C. Frick Coke Co.	Pittsburg
244	Marble	Republic Iron & Steel Co.	Youngstown, Ohio
20	Newcomer	H. C. Frick Coke Co.	Pittsburg
480	O'Brien	O'Brien Coal Co.	Uniontown
400	Republic	Republic Iron & Steel Co.	Uniontown
250	Ronco	H. C. Frick Coke Co.	Pittsburg
400	Thompson 1	Redstone Coal & Coke Co.	Pittsburg

## RAILROAD WAGES NOW LEAD THOSE IN OTHER LINES

Average Higher, Purchasing Power Greater, Hours of Work Shorter.

## TRAINMEN AN EXCEPTION

Railroad wages continue to lead those of manufacturing industries. This is shown by an investigation of the National Industrial Conference Board, reviewing the trends of wages, hours and employment of railroad labor as a whole from the 1924 period to the end of the first quarter of this year.

In the first quarter of 1924, the average hourly earnings of all railroad wage earners were 60 cents, which is 136 per cent greater than the hourly earnings in 1914, and 10 cents below the highest peak of 1920.

The purchasing power of the weekly earnings of these employees in the first quarter of 1924 was 30 per cent greater than in 1914, showing a slight increase since the second half of 1923.

These figures are based on the average number of wage earners in the railroad industry whose annual revenues total one million dollars a year or over. During the first quarter of 1924, the number of wage earners stood at 134,873. In 1923, during which the railroads moved the greatest volume of traffic in history, the average number of wage earners employed was less than in 1920, which was the year of the greatest volume of traffic in the industry.

The report states that the amount expended each year in wages and salaries by the railroads constitutes the largest item of expense, having taken during recent years from 52 per cent to 58 per cent of all expenses including taxes. Wages and salaries absorbed the greater part of operating revenues than any other expense item, the amount expended in salaries being, however, but a very small proportion of that paid out in wages. The total compensation during the year for 1923 for train and engine service employees was \$782,738,576.

The board makes a comparison between the trends of wages for skilled labor in foundries and machine shops and that of skilled shop labor on the railroads. In 1914, the average hourly earnings of both were nearly equal, but by 1920 the railroad group had forged ahead. In the first quarter of 1924 skilled labor in foundries and machine shops was 108 per cent greater than in 1914, but the railroad skilled shop labor at the end of last year was 143 per cent above the 1914 level and advanced still further to 172.2 cents in the first quarter of this year.

The board's report discusses in detail the rates of wages of railroad workers in relation to their different classes of employment and in relation to the cost of living. Incidentally, it shows the hourly earnings of unskilled railroad workers were 150 per cent greater than at the end of the first

quarter of 1924 than in 1924. It shows also that practically all increases and reductions in railroad wages since the termination of federal control, were based on the rulings established by the United States Railroad Administration, and that the wages of the train and engine service employees, therefore, have never risen relatively so high as the wages of other classes of railroad labor.

In general, the board states that railroad labor as a whole and two of its principal subdivisions—skilled shop and unskilled labor—were materially better off early in 1924 than in 1914. It is also shown that the average working week per employee was considerably shorter and the purchasing power of weekly earnings substantially greater. The position of the train and engine service employees, however, was not so advantageous as that of other classes of railroad labor or of railroad labor regarded as a whole.

## Erskine Ramsay Adds \$100,000 To Endowments

Erskine Ramsay of Birmingham, Ala., formerly of Mount Pleasant, has given to Alabama College at Montevallo, Ala., \$100,000 as his contribution to that institution's million dollar endowment drive, according to announcement just made. He recently gave \$400,000 to Alabama Polytechnic Institute, which resulted in that institution erecting the Erskine Ramsay engineering school.

The present gift will be used by Alabama College to construct a modern dormitory for women to be known as the Erskine Ramsay Hall, in honor of Mr. Ramsay's mother. Mr. Ramsay has gained wealth and fame since locating at Alabama a number of years ago. He is a brother of Mr. Thomas W. Jones of Mount Pleasant and Robert Ramsay, superintendent of the mines at United.

Several years ago Mr. Ramsay, who is a bachelor, set aside \$400,000 for the education of his nieces and nephews.

## Oliver Man Is Seriously Hurt

Joseph Skorra, 31, of Oliver, was admitted to the Uniontown Hospital early Sunday evening suffering from deep lacerations of the scalp. Two deputies, employed at Oliver, giving the names of Douglas Geddes and Arthur Boyle, were brought to the Uniontown police station.

It is claimed that while the deputies were attempting to separate some boys, several others jumped them. In the fight which resulted Skorra was hit over the head, presumably with the butt of a revolver. It was at first thought that he had been shot but an examination at the hospital failed to reveal any bullet wound. When examined Boyle's 45 calibre revolver had been fired four times.

An x-ray picture to determine the exact nature of Skorra's injuries will be taken at the hospital this morning.

W. W. PARSHALL  
G. S. HARAH  
JAMES R. CRAY

**PURITAN COKE COMPANY**  
High Grade Low Sulphur Connellsville Furnace and Foundry Coke and By-Product Coal  
Capacity—1,000 Tons Coke and 800 Tons Coal Daily  
All Railroad Connections.  
UNIONTOWN, PA.

**PRODUCERS COKE COMPANY**  
—Selling Agents—  
Standard Connellsville Low Phosphorus  
**Furnace and Foundry Coke**  
Also Smelter and Heating Coke and By-Product Coal.  
SHIPMENTS VIA ANY RAILROAD  
OFFICES: 505 Fayette Title & Trust Building,  
UNIONTOWN, PENNSYLVANIA.  
Monthly Capacity 100,000 Tons

## PRESIDENT STARTS GIANT POWER PLANT IN HEART CASCADES

Completed After Three Years  
Labor and Expenditure  
of \$9,000,000.

## FED BY 6-MILE PIPE LINE

PORTLAND, Ore., Aug. 6.—(United Press.)—President of the United States at his desk in the White House at 3 o'clock this afternoon, President Coolidge set in motion in the heart of the Cascade Mountains of Oregon one of the greatest power development plants in western America.

Twelve hundred excursionists, including Governor Pierce of Oregon and President Franklin T. Griffith of the National Electric Light Association, left Portland today on a three-section "Red-White-and-Blue Special" for the Oak Grove plant, in the mountains, 50 miles east of this city, to attend the formal dedication.

The Oak Grove power development marks one of the most dogged and picturesque conquests which engineering skill has gained over the forces of nature in all the wild northwest country.

Nine million dollars has already been spent upon the mammoth industrial enterprise in the past three years. It is located in one of the most rugged and inaccessible regions of Oregon, where, for the last 100 years, the forest ranger's only occasional broke the solitude of the river canyons and the towering mountains.

Costly and extremely hazardous adventures marked the preliminary work of the project engineers owing to the frequent playful tricks of the elements, which destroyed trails, washed out footbridges and sometimes carried away whole mountain sides in periods of 30-minute hailstorms.

Before a pot of material for the upper works, far into the interior, could be delivered it was necessary to build a standard gauge railroad nearly 20 miles in length at a total cost of approximately \$2,000,000. During the construction of this transportation artery both war tanks and commercial tractors played their first part in engineering operations in this section of the country. They negotiated canyons, scaled the steep slopes of the railroad building equipment was not capable of mastering.

The engineers were forced to use scouting airplanes for topographical study and reconnaissance.

One of the interesting features of the project is the "two-million-dollar snake"—the giant steel pipeline which brings water overland six and a half miles from the diversion dam to the intake to the massive surge tank crowning the crest of Cripple Creek Knoll—nearly 1,000 feet above the power plant in the mountain gorge below.

Plummet Could Drive Through. It is said that an ordinary river could drive through the entire length of this great pipeline, which contains 15,000 tons of steel.

The new project contains the highest-headed reaction turbine in the world. It receives the great column of water as it plunges down the 900-foot penstock from Cripple Creek Knoll with a momentum creating an effective capacity of 35,000 horsepower, operates at 514 revolutions a minute.

The project is being constructed in three units, the ultimate capacity of which will be 105,000 horsepower. The first unit, of 35,000 horsepower, was set in operation by the small white button on President Coolidge's desk at 3 o'clock this afternoon, eastern standard time.

A local concern, the Portland Electric Power Company is the owner and builder of the development.

Orders for Steel Rails. Rail orders placed in the last week have aggregated 70,000 tons. Inquiries are still pending for between 40,000 and 50,000 tons of rails.

## LABOR DAY WILL BE CELEBRATED AT UNIONTOWN RALLY

This year's county celebration of Labor Day will be in Uniontown, Connellsville and other organizations joining.

Announcement was made Friday evening by the Uniontown Trades and Labor Council, under the auspices of which the celebration will be staged. Present plans are nearing completion and it is expected that close to 25,000 will be in the city from outside points on that day.

Trades and labor councils in both Connellsville and Brownsville have been invited to join in the celebration, and it is expected that at least five special trains will carry the representatives of the river valley councils from Brownsville to Uniontown. Representatives from Charleroi and Monaca and other valley towns have already signified their intention of coming to Uniontown on Labor Day to participate.

Arrangements are now being made to bring Prof. Seashoff of the Michigan State University to Uniontown for an address at the exercises which are planned for Bailey Park preceding the parade. Several prizes will be awarded to organizations in the parade, there being three planned for the best bands, and others for the most men and the best uniforms.

Plans as they progress will be announced from time to time.

## Alcohol May Supplant Gasoline as Liquid Fuel

LONDON (By mail to United Press.)—The time may come when most automobiles, aeroplanes and internal combustion engines will be run by alcohol instead of gasoline, experts here declare.

They give assurance, however, that this will not reduce the world supply of alcohol available for human internal combustion, because the motive-power alcohol will be made from vegetable crops and wastes that are now unused for alcoholic purposes, leaving the present beverage sources intact.

"Alcohol is the hope of the future, when the problem of fuel supply for internal combustion engines becomes acute," said Sir Charles Bedford, power expert, addressing a world conference on that subject here.

He said that whenever gasoline gives out, or threatens to do so, the world can produce, very simply, all the alcohol it needs, and the wheels will go around just the same, even if another oil field is never found.

"Alcohol can be produced from almost any plant or vegetable," he explained. "When we need more alcohol all we need do is raise more plants—they can be weeds, grass, plants that have no food value for man. Waste from sugar-cane mills, sawdust, straw, cellulose waste and such stuff can all be turned into perfectly good alcohol for engine purposes. The British empire is weak in oil, producing only about three per cent of the world's supply, but it has limitless possibilities in alcohol-producing plants."

Zinc, lead, polyphosphoric gypsum, fluorapatite, uranium, vanadium, radium, from and gold deposits have been found there. Lumbering, stock-raising and agriculture are among other industries.

The railroad tunnel will be electrified when completed, and will carry automobile traffic as well as traffic by rail. Autos and other miscellaneous freight will be carried through the tunnel on flat cars.

Running by the side of the main tunnel will be a water tunnel built to carry to eastern Colorado some of the surplus water in the western slope of the divide.

The problem of building the tunnel has been entrusted by the state of Colorado to W. P. Robinson, an old business associate of David H. Moffat, the man after whom the tunnel is named. Moffat, himself, tried to put the tunnel through but was blocked by lack of money. He will, however, as his dream realized in the work of his former associates.

"Coking-in-Transit" Case Again Postponed

HARRISBURG, Aug. 5.—Hearing on the complaint of the Railway-Wood Coking Company against the Pennsylvania and other railroads, otherwise known as the "coking-in-transit" case, has been postponed for a second time. The Public Service Commission has fixed Tuesday, September 23, as the time for further hearing. The original hearing was set for June 10. This was postponed until July 23. The third postponement is for 60 days from the latter date.

Subscribe for The Weekly Courier.





## Daniel C. Hood 100 Years Old; Celebrates Day by Taking Automobile Ride

Stands Trip to Uniontown and Return Well; Seems Only Slightly Fatigued.

### Luncheon and Reception Follow

One hundred years of life!

Daniel C. Hood, the county's oldest man, attained that unusually ripe old age July 31, and the event was formally observed at his home in the Colonial Building.

Entering the second century, Mr. Hood celebrated his anniversary by taking an automobile ride to Uniontown, in company with Attorney S. R. Goldsmith and others.

Departing a little from custom, Mr. Hood remained in bed until 6 o'clock. Usually he is up between 4 and 5. This, however, was to be an unusually strenuous day. At 7 he ate a substantial breakfast, consisting of toast, a soft-boiled egg, three slices of bread and a cup of coffee.

At 8 o'clock the aged man was assisted to the street and into the automobile of Attorney Goldsmith for the trip to the county seat. In the party with Mr. Goldsmith and Mr. Hood were Mrs. Goldsmith, Miss Martha Tumpson of New York and Sam F. Hood of Greensburg, a son, and Mrs. Hood.

In Uniontown Mr. Hood was driven to the courthouse where he was greeted by Judges E. H. Reppert and J. C. Work and Charles M. Felt, also by O'Neill Kennedy, a newspaper man who had arranged for a photograph of the party.

The trip both ways were made without incident. The party returned at 11 o'clock. Mr. Hood was feeling in good spirits and though somewhat tired admitted that it was not necessary for him to take a rest in bed.

Going to Uniontown the trip was by way of Limestone Hill, Trotter and passing over Limestone Hill. Mr. Hood recalled the old fair grounds and the good times he spent there. The days of the Youghiogheny Blues were recalled while passing through Trotter, where the Blues under Captain Whaley would go to "muster."

On the trip both ways, he joked with the members of the automobile party. He stood strain wonderfully.

Upon returning, Mr. Hood exclaimed that he was gloriously happy at the way he is being treated on his 100th birthday and that this is his most enjoyable anniversary.

The congregation of the First Presbyterian Church sent a Bible, with Mr. Hood's name, and the dates, 1824 and 1924, engraved in gold, as a birthday gift. The session of the church sent a box of flowers. Among the flowers received were from Mrs. George A. Marple and Isaac Overholt, descendants of the Overholt family for whom Mr. Hood worked years ago. Close to a hundred bouquets of flowers were received from friends and relatives. Close to 200 hundred letters and postal cards congratulating Mr. Hood were received, from every part of the United States.

The Connelleville Kiwanis Club sent Mr. Hood a handsome floral offering accompanied by a cordial letter of congratulation.

At 12 o'clock, luncheon was served, with covers laid for 20. Mr. Hood was seated at the head of the table, with his birthday cake, baked by Mrs. Esther Yohe, daughter of his only sister, before him. Two candle sticks, 100 years old, were used in decorating the table. A huge bouquet of larkspurs, anemones, petunias, milk-onnettes, sweet williams, white roses, snowballs and zinnias (youth and old age) formed the centerpiece.

At luncheon, sandwiches, potato salad, plums, fruit, ice cream and cake were served, with Mr. Hood partaking of each.

Mr. Hood rested until 2 o'clock in his rocking chair and from that hour until 4 o'clock friends and relatives to see him were received.

The out of town guests spending the day at Mr. Hood's home are Mrs. John Cross of Pittsburgh; Mrs. Winifred Hood of Wilkesburg; Misses Nellie and Lucia Ruppert and George Rupert of Mount Pleasant; Alex. Coughenour of Mosses; Mrs. Arkie Murrie of Pittsburgh; Mr. and Mrs. Samuel F. Hood and children, Marjorie, Betty and Thomas, of Greensburg.

Among the visitors at Mr. Hood's apartments today were F. G. Smith of Dickerson Run, himself, hale and hearty at 87 years of age. He was born and reared on what was later known as the Jessa Smith farm north of town and has known Mr. Hood for upwards of 75 years. Mr. Smith called a few minutes after Mr. Hood had left for Uniontown, hence did not get to see him. He expects, however, to make a visit later when both will have more leisure to talk over the events of their boyhood days.

Persons sending floral gifts took great care in sending the favorite flowers of Mr. Hood. All of the old flowers were in abundance.

If there is anything to which Mr. Hood attributes longevity more than anything else it is regular habits, particularly meals and regular hours of rest. It is his custom to arise between 4 and 5 o'clock in the morning. He was breakfasted at 8:30, is ready for his usual at noon, and again in the evening at 5 and retires between 8 and 9 o'clock.

Many cannot drink coffee and be at ease—physically. Mr. Hood can. He drinks it three times a day. For years he chewed tobacco. Thirty years ago he quit that and took to smoking tobies. Only in the last two years did he give up this habit.

Of meat he is a lover. He eats it once a day and does not seem to suffer from indigestion. In fact, what his

appetite craves he eats and is none the worse for it. He is fond of cereals and his daily breakfast menu has rolled oats or some cereal food.

Until a year ago Mr. Hood walked without a cane. He still goes about his home, but with its aid. He has never been seriously ill and is hopeful that his last illness, whatever it be will not be of the lingering character.

Until two years ago, when his sight became impaired, Mr. Hood was a great reader and no one was better posted on current events. Now, however, he is denied much intercourse with the world, either by sight or hearing, for both have failed him to a considerable extent, although he still reads with the aid of glasses.

For many years he was a great reader of the Bible and like most Scotchmen, was ready at any time to take up an argument on disputed points in Holy Writ. He is a Presbyterian. For over 50 years he has been a contributing member of the First Presbyterian Church.

In politics he started out as a Whig and when the Republican party was formed joined it and remained with it. He cast his last vote three years ago.

Daniel C. Hood was born at Chambersburg July 31, 1824. He removed with the family to Laurelville, near Mount Pleasant, where he remained for eight years, at the end of which time the family moved to Connelleville. This place has since been his home, except for brief intervals of employment elsewhere.

In 1850 Mr. Hood was married to Christina Freeman, daughter of Samuel and Catherine Freeman. Of a large family born to the union but three survive; Samuel F. Hood, of Greensburg, Miss Iva Nettie Hood, at home with Mr. Hood, and Charles F. Hood, also of Connelleville.

In his younger days, before learning the cooper trade, which he followed much of his life, Mr. Hood was employed at various occupations. For a time he worked on the farm of the father of Senator Clark of Monticello, located near Dunbar.

While he was in the employ of James Robinson, who ran a small distillery on the west side of the Youghiogheny River at what is now Robinson's Falls. He made his first trip to Pittsburgh assisting Mr. Robinson to drive hogs to market. They took them down the Monongahela River to the South Side.

Leaving the employ of Mr. Robinson he learned the cooper trade with his father, Daniel Hood. For several years he was located at Freeport where he worked in a barrel factory, making sugar, hogsheads for the South.

On his way home he was in the great fire in Pittsburgh and lost all his belongings. On his return he was made foreman of the barrel factory at the plant of A. Overholt at Broad Ford, in which position he remained for 20 years.

Tiring of the cooper trade, Mr. Hood entered the employ of the Baltimore & Ohio Railroad. Although without previous experience, owing to his knowledge of machinery he was made a car inspector or foreman in the upper yards. For 20 years he remained in this position, part of the time in the freight service, the remainder in the passenger service at the Baltimore & Ohio station.

At the end of 20 years he was returned on a pension.

Not finding idleness to his liking, Mr. Hood entered the employ of his son, Charles F. Hood, as foreman of the packing department of the Highland Electro Chemical Manufacturing Company and continued in that position until he was 35 years old, when he laid down his hammer, never to take it up again.

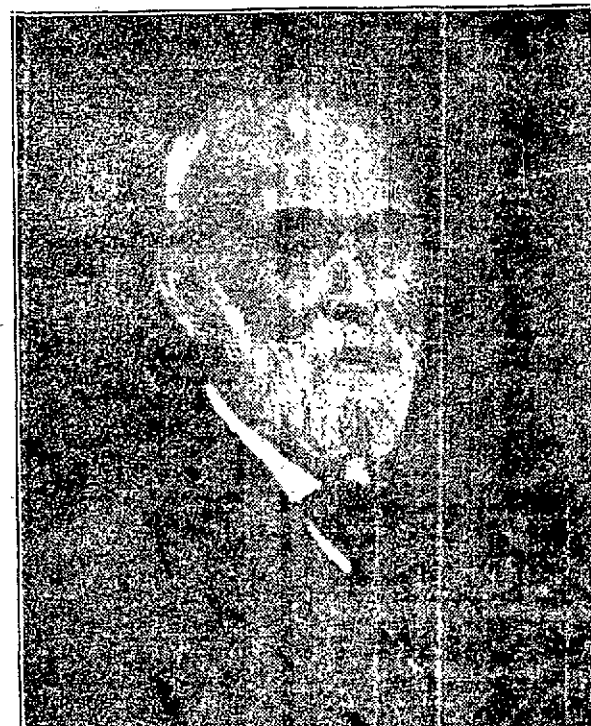
Mr. Hood enlisted in the Civil War but did not get to serve. His father, calling attention of the War Department to the fact that he had been wounded in the War of 1812; that he had lost a son in the Mexican War, and had five others in the Civil War, claimed the services of Daniel at home. The claim was allowed and although Daniel was eager to remain with the colors he returned to his home.

In the early days of military organizations in Connelleville Mr. Hood was a member of the Youghiogheny Blues. He was for a long time a member of the old Connelleville Band—known as the Silver Cornet Band. While a member of this he made a trip to the Centennial in Philadelphia. In the same band was W. H. Shaw, who still lives at the age of 84, and who claims to be the oldest native born, life-long resident of the city. Byron Porter also was a member of the band. Mr. Hood played a baritone horn.

Alexander Hood, grandfather of Daniel C. Hood, came from Scotland in 1782. On the way over the ship bearing him passed that carrying General Cornwallis and his defeated British troops on their way home. Alexander Hood located at Chambersburg, though the place was then unnamed. He married Sarah Vandergrift Ward, who was one of the Pittsburgh Vandergrifts and widow of Captain Ward of the Continental Army. To this union four sons and two daughters were born—John, James, Alexander and Daniel, the last named being the father of Daniel C. Hood, and Mary, who married a man named Norton of Wheeling, from which the present line of steel manufacturers at Wheeling came, and Sarah, who married a McCune of Bellah, Ohio, whose interests were mostly in Texas.

One of the family located at Frederick, Md. His son, James, endowed Hood College for Women. Another son, John Milton Hood, built the Western Maryland Railway line from Baltimore to Hagerstown and George

## Has Spanned Century of Life



DANIEL C. HOOD

## 4,000 Gather for Sportsmen's Picnic At Mount Pleasant

Mount Pleasant, Aug. 6.—About 4,000 persons attended the community outing of the Mount Pleasant Hunting and Fishing Club and the Sportsmen's Association yesterday at Kulp's Grove. Rain morning, afternoon and evening marred the event considerably. There was a heavy downpour in the evening that broke up everything but the barn dance. Owing to the rain in the afternoon it was necessary to curtail the sports program.

Prominent men at the picnic included former Game Commissioner John M. Phillips of Pittsburgh, Jarg Rels and William McCall of Harrisburg and Commissioner Henry Sines of New Castle.

Sportsmen from all parts of Fayette and Westmoreland counties were on hand to greet the members and former members of the Game Commission.

Opening Road at Everson Will Be Duly Celebrated

SCOTTSDALE, July 24.—Opening of the improved section of Brown street and the state road to the south on August 5 will be made the occasion of a celebration at Everson.

At 6 o'clock in the evening there will be sports for the children and at 8 o'clock a street parade, to be followed by fireworks and a street dance. Invitations are to be sent to neighboring towns to take part.

On Monday evening there will be a meeting at which time committees will be named to take charge of the celebration.

With the opening of the street and road there will be an improved direct highway between Scottdale and Connelleville.

Boy Relative of Brookvale Family Killed by Auto

Mrs. B. Comiskey of Brookvale received word this morning of the death of Robert E. Jones, Jr., eight years old, son of Mr. and Mrs. R. E. Jones of Pittsburgh, Friday night in the Pittsburgh Hospital. The lad died from a fractured skull suffered when he was struck by an automobile, the accident occurring a short distance from the Mellon hall field, where he had gone to play ball. James S. Burke, driver of the car, was placed under arrest and later turned over to the coroner's office, pending a coroner's inquest.

Mrs. Jones, mother of the boy, is a niece of Mrs. Comiskey and frequently visited at the Comiskey home. Miss Mary Comiskey and brother, John Comiskey, will go to Pittsburgh to attend the funeral service.

burg and afterward constructed the Baltimore city railway system. One went to Kentucky. Of him there is little available history. The third son went to Tennessee and then to Texas. From this branch of the family sprang General John Bell of the Confederate Army.

Daniel Hood the father of our Daniel, remained at Chambersburg until 1816 or 1817. He married Mary Shillito, cousin of John Shillito, the original merchant prince of Cincinnati. To this union 11 children were born. Alexander is buried in the city of Mexico where he was engaged with the United States forces under General Scott. Five brothers, Alfred W. Winfield S. Walter S. Thomas and David, were enlisted for service in the Civil War and belonged to the Loyal Legion, having served over three years each. They had but one sister, Mrs. Margaret Coughenour, wife of Daniel Coughenour. Several of the children died in infancy.

## William Roland Will Be Hundred On November 8

The second oldest man of Connelleville is William Roland, father of M. J. Roland of the West Side Hotel, at South Eighth street, Greenwood, who is nearing the century mark. If he lives until November 8, he will be 100. He is in remarkably good health considering his advanced years but lost his sight some time ago. Mr. Roland is keenly interested in current events, is an entertaining conversationalist and enjoys nothing more than a visit from his friends, both old and young. He has resided in Connelleville for many years and for some time past has lived retired. Besides M. J. Roland he has another son, William Roland of Trotter and two daughters, Mrs. Patrick O'Toole of Connelleville, Miss Catherine Roland, at home.

MANSLAUGHTER. CHARGE AGAINST S. B. 'DOC' MILLER

Driver of Truck in Wrecking of Which Two Are Killed Held Under Bail.

INTOXICATED, IS CLAIM

At Hearing Before Alderman Fred Munk Defendant Testifies That Cause Trouble Was Stripping Coat Detective Put This as Latrine.

Charges of manslaughter and operating a motor vehicle while intoxicated were made against S. B. Miller, driver of the auto truck which ran away on the Springfield Pike Saturday evening, causing the death of two young men and injury of several others, before Alderman Fred Munk Wednesday, July 30.

The information was sworn out by County Detective A. W. Bell, after an investigation into the affair, even before the coroner's inquest into the deaths of John A. Hayes and Clyde Vernon.

Arrested for operating a motor vehicle while intoxicated that evening, the manslaughter charge was also lodged. Miller was released under \$5,500 bail for the manslaughter charge and \$300 for the other.

Miller testified that the truck stripped a gear coming down the hill and that the machine got beyond his control. Evidence presented by the county detective showed that an examination of the car showed the gears were not stripped and that the brakes were in good condition.

Rev. William Sunday At Lutheran Church On Sunday, Aug. 24

Rev. William Sunday will come to Connelleville for an address at Trinity Lutheran Church Sunday, August 24. He will speak in the absence of the pastor, Dr. William H. Hendrick, who will be vacationing at Gettysburg. There is no middle initial "A" in Rev. Sunday's name and he is not the great evangelist. He is fresh from the universities at Edinburgh and Oxford, England. His home is in Maryland. On other Sundays the pulpit will be filled by the following: August 3, Rev. Charles Boeke, Ligonier, August 10, Rev. Joseph Weber, Wilmerding, August 17, Dr. A. W. Abel, Third College, Greenville.

Bustleton Club Has 25 Cars in Line

The Bustleton Automobile Club of Philadelphia, making its 15th annual tour of the State, passed through this city Sunday afternoon enroute from Greensburg to Uniontown. The club had 25 cars in the line and was escorted by a member of the State Highway Patrol to the city limits.

Chief of Police Peter M. Murphy met the club at the outskirts of the city, in an automobile had escorted the club through the city. The party passed the night at Gortley's Lake.

Off for the Wilds Of Canada to Fish

John D. Frisber and R. A. Neville left Sunday for Canada in company with Welly Don of Greensburg and A. J. Manning of Brownsville, for a month's stay in the wilds. They expect to push far into the wilderness. They went equipped for bass fishing.

## WADE K. NEWELL, COUNTY DETECTIVE, MILL RUN LAWYER

Was Associated for Short Time With Attorney H. George May.

### SUCCEEDS TONY BELL

Resignation and Appointment of Successor Announced by District Attorney E. D. Brown, Who Declines to Make Any Comment on Change.

Wade K. Newell, formerly of Mill Run and for a short time a lawyer in the office of Attorney H. George May of Connelleville, is chief of detectives of Fayette county, succeeding A. W. Bell, Jr., who resigned Thursday and on whose retirement Mr. Newell was named to the position by District Attorney Edward D. Brown.

What prompted the retirement of County Detective Bell the district attorney would not say. Aside from a simple statement concerning the resignation the district attorney has nothing to say. Announcing the change he said:

Mr. Bell has resigned and his resignation has been accepted. Wade K. Newell, indictment clerk, is now in charge of the county detective's office and will act in the capacity of county detective.

The appointment at once took charge of the office. Attorney Newell had been filling the post of indictment clerk, to which he was appointed when the new administration took office last winter. He was admitted to the bar in December, 1923, and for a short time was associated with Attorney May. He is a son of Mr. and Mrs. Charles Newell of Mill Run.

"Tony" Bell was appointed county detective in January after Captain Robert C. Blodgett of the Baltimore & Ohio police force of the Connelleville Division, whose services were sought, decided it would be unwise for him to give up his work to take up that with the county. Before his appointment Mr. Bell had been chief of police at Point Marion.

The latest work of Mr. Bell was investigation of the wreck of a motor truck Saturday evening of last week which was carrying members of the South Connelleville baseball team home from Indian Head, in which two members of the party, John A. Hayes and Clyde Vernon, were fatally injured and seven others hurt. The investigation resulted in the arrest of S. B. Miller, driver of the truck, on charges of operating a motor truck while intoxicated and manslaughter.

Mr. Bell's service as county detective was untiring and efficient, his devotion to duty and unflinching efforts in the difficult duties of his office winning him much loyal support and praise.

For the time being, Mr. Brown said, the office of indictment clerk will remain vacant, there being at present no candidate for the office.

25TH ANNIVERSARY REV. DEVIVO'S ORDINATION TO BE CELEBRATED AUG. 6

Arrangements have been practically completed for the celebration of the 25th anniversary of the ordination to the priesthood of Rev. Father Henry DeVivo, pastor of Saint Rita's Italian Catholic Church, West Side, to be held on Wednesday, August 6.

The initial event will be the celebration of jubilee mass in Saint Rita's at 9 o'clock on the anniversary date. Rev. DeVivo will serve as celebrant and will be assisted by local and visiting pastors of Catholic churches.

A testimonial banquet will be tendered Father DeVivo by his parishioners and friends in the evening in Madonna Hall. Visiting clergymen and intimate friends of the popular pastor will make speeches, this and other features of the program to be interspersed with vocal and instrumental music.

Rev. DeVivo is very highly esteemed by his parishioners and the clergy as a whole. He has taken an active part in many community activities, both Catholic and non-Catholic, and enjoys the confidence of all his associates in and out of his church.

Rev. William Sunday At Lutheran Church On Sunday, Aug. 24

Rev. William Sunday will come to Connelleville for an address at Trinity Lutheran Church Sunday, August 24. He will speak in the absence of the pastor, Dr. William H. Hendrick, who will be vacationing at Gettysburg. There is no middle initial "A" in Rev. Sunday's name and he is not the great evangelist. He is fresh from the universities at Edinburgh and Oxford, England. His home is in Maryland. On other Sundays the pulpit will be filled by the following: August 3, Rev. Charles Boeke, Ligonier, August 10, Rev. Joseph Weber, Wilmerding, August 17, Dr. A. W. Abel, Third College, Greenville.

Bustleton Club Has 25 Cars in Line

The Bustleton Automobile Club of Philadelphia, making its 15th annual tour of the State, passed through this city Sunday afternoon enroute from Greensburg to Uniontown. The club had 25 cars in the line and was escorted by a member of the State Highway Patrol to the city limits.

Chief of Police Peter M. Murphy met the club at the outskirts of the city, in an automobile had escorted the club through the city. The party passed the night at Gortley's Lake.

Off for the Wilds Of Canada to Fish

John D. Frisber and R. A. Neville left Sunday for Canada in company with Welly Don of Greensburg and A. J. Manning of Brownsville, for a month's stay in the wilds. They expect to push far into the wilderness. They went equipped for bass fishing.

## Mountain Folks Favorable To Celebration of Opening Of Road to Sandy Flat

The suggestion of Stanton B. Dull Brooks said, that such a celebration would work to the interest of the movement to have the Connelleville-to-Farmington road completed through to Ohioyle. Everyone in the mountain is for this improvement, he said, and the same is true of motorists of the Connelleville region.

The hope at Mill Run and Normalville is, Mr. Brooks said, that everybody will get behind the proposed celebration.

Two Men Shot in Brothers' Quarrel Near Indian Creek

A quarrel between brothers, Samuel and Henry Stull, who have been "shantying" on the John Illig farm on the bluff overlooking Indian Creek station, ended Thursday in one of them, Samuel, and a brother-in-law, Charles Beal of Dunbar, being peppered with buckshot. Henry Stull is said to have shot the two men after Beal had interfered in the quarrel.

While Beal was at the Illig farm and presumably coincident with the time of the trouble, his wife, Mrs. Olive Beal, was found dead in bed at her home. She was said to have been a sufferer from heart disease.

It was said the men had been drinking and their story of the affair when they reached Connelleville in the late afternoon and came to the hospital was hazy. They were unable to give a coherent story of what had happened and when it had happened, it was said.

At Indian Creek today it was learned that the Stulls had rented the Illig place and had been there for about a month. Beal was said to have gone up in search of work.

The shotgun charge took effect in the men's legs. In Stull's right pedal extremity there were about 50 shots and a lesser number in the left one. Beal's legs were similarly riddled.

Beal was married to a sister of the Stulls.

A leaking heart accounted for the death of Mrs. Beal, who was 23 years of age. She was found dead in bed with a small girl who lives with the family, and who called a neighbor, who in turn summoned a physician. Besides her husband, Charles, one son, Samuel, survives. Mrs. Beal was the daughter of Jefferson Stull who died about a month ago.

Shop Employees and Families Picnic

The Baltimore & Ohio Railroad Federated Shop & Crafts organization held its second annual outing at Shady Grove Park Thursday with a large attendance of members, their families and friends. Due to inclement weather, the picnicers did not get through the park until the afternoon. The time was spent largely in dancing. Mr. and Mrs. Wallace Bishop of Somerset won the prize waltz. The sports program did not get under way until 5 o'clock, as the grounds were still wet from the showers early in the afternoon.

Lollypops were distributed to the children. Coffee was provided for the picnicers at noon.

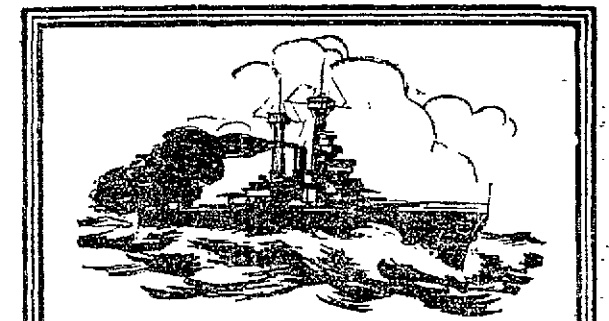
Teaching Corps Complete.

The schools of Springfield township will open the first Monday of September. C. K. Brooks, supervising principal who was in Connelleville today on a business trip, said. All the 15 schools have been supplied with legal requirements are met.

Court Orders Sale of Confiscated Cars

An order was issued in court Saturday afternoon for the immediate sale of ten automobiles confiscated by county authorities in recent arrests for violation of the liquor laws. The cars probably will be sold this week, just as soon as proper legal notices can be issued by the sheriff.

Petitions also were presented to the court for orders directing the sale of seven other cars. In all the county has about 50 such cars which will be offered for sale as soon as necessary legal requirements are met.

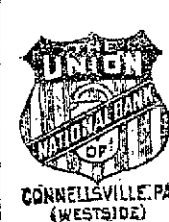


## PROTECTION

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## MOTORIST KILLED WHEN HIS WIFE LETS MACHINE GET AWAY

Irvin Brown of Monessen suffers skull fracture leaning too far out.

## HIS HEAD STRIKES POLE

Irvin Brown, 48 years old, of Monessen was instantly killed Sunday afternoon about 5:30 o'clock near the M. B. Townsend farm at Flatwoods when his head struck a telephone pole as he leaned too far out in an effort to save his daughter, who was thrown out of a runaway automobile that was driven by Mrs. Brown.

Mrs. Brown, learning to drive the touring car, got into the seat on the level stretch of the Flatwoods road. No sooner had she grasped the steering wheel than the car began its runaway dash, going into a field on the farm owned by Mr. Townsend. The little daughter was sitting on the lap of her father and when the car shot ahead, was thrown out. Her father, trying to save her, leaned too far out. When his head struck the pole, he was killed instantly. The force of the collision threw him out of the car.

The car sped on into the field until it hit a ditch.

Mrs. Brown and her son, who occupied the front seat escaped uninjured, while a brother, James, who was sitting in the rear seat received slight bruising when he was thrown out. The little girl who was thrown out received slight injuries. The injured were taken into Vanderbilt where they were attended. They returned home in the evening.

Mr. Brown's body was removed to the parlors of Funeral Director B. M. Wade at Perryopolis and later in the day removed to the home at Monessen. James Brown returned during the evening and drove the car, which was undamaged, to Monessen. The members of the party were returning from Greensburg where they had visited Mrs. Brown's mother.

## SAMUEL S. BISHOP DIES SUDDENLY AT OLD VIRGINIA HOME

Samuel S. Bishop, 71 years old, one of the most widely-known residents of Connelville, died Monday afternoon at Boyce, Va.

Mr. Bishop was born in Connelville December 30, 1852, in the house where DeMuth's florist store is now located on East Crawford avenue. He was a son of the late George and Rebecca McCormick Bishop, who at their time were among the best known residents of Connelville. In his early days Mr. Bishop learned the machanic trade and for several years was employed at the McGrath shops, now the Connelville Foundry Machine & Steel Casting Company.

He severed his connection there to go to Wilmering to accept a position with the Westinghouse Electric Company. He remained in the service of the company for twenty-five years, the last eight as foreman. From Wilmering he went to Boyce, Va., to become resident manager of the Minnehaha Rod and Gun Club of Wilmering, of which he had been a member several years. He served as president of the club while a resident of Wilmering. He later bought the club property and erected several dwellings on the ground, residing there until 1911 when he returned to Connelville.

Mr. Bishop was twice married. In 1873 he was married to Miss Louise C. Crossland, daughter of the late Mr. and Mrs. John Crossland of Uniontown. Mrs. Bishop died January 18, 1912 and on September 7, 1915 Mr. Bishop was married to Miss Ella Katherine Dove of Berryville, Pa. She died on the following September. Since the death of his wife Mr. Bishop had made his home with his son, J. Earl Bishop, 108 North Cottage avenue. Besides his son, J. Earl, he was survived by several children. Mr. Bishop and his son, J. Earl, had one daughter, Mrs. Albert Pleasant, one brother, W. A. Bishop, all of Connelville and two grandchildren.

## MEDICAL DETACHMENT IS VERY MUCH ALIVE

CAMP SHANNON, MT. GRETTA, Aug. 2.—The Medical Detachment of the 15th Infantry is not dead, as people in Connelville may think because of the absence of news of this very much alive outfit.

It has entered a team in the basketball league formed by the medical detachments in camp. The team includes Sergeant Renock, Sergeant N. Cunningham, Sergeant W. Pearl, Privates H. McCormick, Jones, Morris, Ruesack, Dowling and Scott.

Mrs. Kenneth Cunningham is visiting her husband, Sergeant Cunningham.

Wednesday was the first day it has rained since we came to camp.

The Detachment "Shirks" are using their civilian clothes when attending dances.

Ruesack, Robert and Paul Carter are entering the field meet.

Robert Behan, becoming familiar with the kitchen.

Amos Watson is Sergeant Cunningham's orderly. The rookies have to learn something.

Swelthgen Man Dies in West.

Word has been received at Connelville of the death of Alex Watkins July 21 at his home at Atlanta, Kan. Mr. Watkins is a former resident of Connelville and is well known there, having been one time headmaster of the school and editor of a newspaper there.

## RUN DOWN BY AUTO CHILDREN CONTINUE ON TO MOVIE SHOW

Although run down by an automobile, little James and Mary Yocum of South Connelville just couldn't miss the show at the Orpheum Theatre Saturday evening. The two youngsters were crossing Pittsburgh street and were run down by William Ludwig, also of Connelville. They were badly frightened, but received no injuries. Assistant Chief of Police P. M. Ruhl coming to the rescue and upon inquiring as to where they were going took them into the Orpheum to see a free show.

## 80TH DIVISION REUNION AUGUST 27 IN PITTSBURGH

PITTSBURGH, Aug. 4.—Over 10,000 veterans of the 80th (Blue-Ridge) Division, A. E. F., will gather in Pittsburgh during the week of August 27 to 31 on the occasion of the fifth national reunion of this famous National Army division, since it was demobilized in 1919. Reductions on all railroads of fare and one-half for the round trip will apply, and national headquarters of the division association at 315 Ressemer Building, Pittsburgh, is daily receiving hundreds of requests for the identification certificates necessary to secure the reduced rate.

Twenty-five thousand invitations have been sent to the membership of the division for whom up-to-date addresses are on file and it is anticipated that the attendance will exceed that of previous reunions, which were very successful, the first being held at Richmond, Virginia, the second in Pittsburgh, the third at Charleston, W. Va., and the fourth at Norfolk, Virginia. The program includes sight-seeing trips, horse racing, baseball games, smokers, receptions, banquets, parades, dances, boat trips, picnics, etc., and closes with memorial services to the dead of the division.

Among the members of the division who will be present are: Major General Adelbert Cronkrite, U. S. A., retired, war-time commander of the 80th and president of the association; Brigadier General Lloyd M. Pratt, U. S. A., retired, former commander of the 130th Infantry Brigade, 80th Division and the present commander-in-chief of the Veterans of Foreign Wars of the United States; Major General C. S. Farnsworth, Brigadier General G. H. Jamerson, Colonel Charles Keller, Colonel Frank Cochran, commander of the Third Corps Area and former commander of the 15th Infantry, Colonel Bryant H. Wells, Colonel O. E. Hunt, Brigadier General G. G. Helner, Colonel Charles D. Herron, and many others.

## MRS. D. H. HALL, III, ENDS LIFE BY SHOT FROM A REVOLVER

Despondency, said to have been caused from ill health, prompted Mrs. Mary Elizabeth Hall, 39 years old, wife of D. H. Hall, a puddler, to commit suicide Friday evening, 7 o'clock at her home in Ogden street by shooting herself in the heart. Mr. Hall said he was sitting in a swing on the back porch of his home when he heard the shot. Hurrying to his wife's room he found her lying in bed with her clothes on. She died about a minute later, he said. The revolver was on the bed.

According to Mr. Hall's statement his wife was in bed when he returned home from work yesterday afternoon about 3 o'clock, suffering from pneumonia. He insisted on having the doctor but she did not want medical attention. Neighbors residing closely did not hear the report of the revolver.

Patrolman Walter Moore and Captain R. C. Bledsoe of the Baltimore and Ohio police, who went to the Hall home to investigate the circumstances surrounding the woman's death, found Mr. Hall sitting on the porch of his home.

Mrs. Hall was the widow of John Archer, a Baltimore and Ohio policeman, who was shot and killed in a battle with thieves at Star City, W. Va., January 19, 1922. Six months later she was married to Mr. Hall, who was formerly employed at the Sigo and is now working in Pittsburgh. Besides her husband Mrs. Hall is survived by a daughter, Mrs. E. A. Richter of Connelville, to her first marriage, her parents, Mr. and Mrs. G. R. Turner, residing in the Shenandoah Valley, Virginia; two brothers, Richard of Big Pool, Md., and Wade of Virginia, and three sisters, including Mrs. Ida Mayson of Baltimore.

## Vanderbilt Pool Will Be Opened On August 13th

The official opening of the Vanderbilt swimming pool will be on Wednesday, August 13. The pool is near Jefferson School on the Strickler recreation park and is being constructed by Vanderbilt people. A supper will be given at the pool and a picnic for the entire town will be held. Concrete work will be under way this evening. Several leaks have sprung in the pool and it was decided to concrete the sides.

A committee is arranging plans for the opening.

Local Boys Enlist.

John P. Gillen and Ray Lunnen, both of Connelville, have enlisted in the United States Army. Gillen goes to the 15th Infantry in China, the first to go to the celestial kingdom since Sergeant James Smith of the recruiting station, has been located in Uniontown. Lunnen goes to the Field Artillery in the Ninth Army Corps, California.

Word has been received at Connelville of the death of Alex Watkins July 21 at his home at Atlanta, Kan. Mr. Watkins is a former resident of Connelville and is well known there, having been one time headmaster of the school and editor of a newspaper there.

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## Coal Freight Rates EFFECTIVE JULY 1, 1935.

TO EASTERN PORTS. Rate per Gross Ton of 2,240 lbs.	ORIGINATING DISTRICT			
	Pittsburg	Connelville	Westmoreland	Labrore
Baltimore, Md. (Track Deliv.)	\$2.24	\$2.09	\$2.04	\$2.04
Chesapeake, Pa. (R. & E.)	2.24	2.09	2.04	2.04
Harrisburg, Pa. (R. & E.)	2.24	2.09	2.04	2.04
Johnstown, Pa. (R. & E.)	2.24	2.09	2.04	2.04
Philadelphia, Pa. (R. & E.)	2.24	2.09	2.04	2.04
New York, N. Y. (R. & E.)	2.24	2.09	2.04	2.04
St. Louis, Mo. (R. & E.)	2.24	2.09	2.04	2.04
St. Paul, Minn. (R. & E.)	2.24	2.09	2.04	2.04
Chicago, Ill. (R. & E.)	2.24	2.09	2.04	2.04
Indianapolis, Ind. (R. & E.)	2.24	2.09	2.04	2.04
St. George, N. Y. (R. & E.)	2.24	2.09	2.04	2.04
Atlantic City, N. J. (R. & E.)	2.24	2.09	2.04	2.04
Washington, D. C. (R. & E.)	2.24	2.09	2.04	2.04
San Francisco, Cal. (R. & E.)	2.24	2.09	2.04	2.04
Los Angeles, Cal. (R. & E.)	2.24	2.09	2.04	2.04
San Diego, Cal. (R. & E.)	2.24	2.09	2.04	2.04
Portland, Ore. (R. & E.)	2.24	2.09	2.04	2.04
Seattle, Wash. (R. & E.)	2.24	2.09	2.04	2.04
Portland, Me. (R. & E.)	2.24	2.09	2.04	2.04
Boston, Mass. (R. & E.)	2.24	2.09	2.04	2.04
Newark, N. J. (R. & E.)	2.24	2.09	2.04	2.04
Philadelphia, Pa. (R. & E.)	2.24	2.09	2.04	2.04
Harrisburg, Pa. (R. & E.)	2.24	2.09	2.04	2.04
Johnstown, Pa. (R. & E.)	2.24	2.09	2.04	2.04
Chesapeake, Pa. (R. & E.)	2.24	2.09	2.04	2.04
Baltimore, Md. (R. & E.)	2.24	2.09	2.04	2.04

The rate from points on the Monongahela Railway in the Fairmont group south of the Pennsylvania State line to Johnstown is \$1.75 per net ton. Rates to Johnstown from Greensburg and Labrore groups apply specifically from point of origin to destination.

The Connelville rate applies to shipments from points on the Eastward Branch of the Pennsylvania Railroad south of Redbank; from points on the Pittsburgh, Virginia & Charleston and points on the Monongahela River Railroad.

The Fairmont rate on shipments via the Baltimore & Ohio applies to shipments from points east of Gettysburg, Pa., from points on the Smithfield & Massena Branch and from the Fairmont Region of West Virginia.

These rates apply in a general way to shipments from the territory described. There are, however, numerous extensions to the specific rates quoted and in each case before applying the rate as a basis for freight charges the shipper or consignee should determine the exact location of the mine from which the business will move, the rate during the month in which the shipment is made.

The Pittsburgh District includes points east as far as Labrore and south as the Southwest Branch to and including Redbank; south to but not including Brownsville on the Pittsburgh, Virginia & Charleston Railroad; eastward to Dawson on the Baltimore & Ohio Railroad; and eastward to Dickerson Run and southwest to and including Brownsville on the New York Central lines.

The Connelville District includes points on the Southwest Branch of the Pennsylvania Railroad south of Redbank; on the Pittsburgh, Virginia & Charleston except Bransell and all Monongahela River Railroad points; New York Central points west of Dickerson Run, including Connelville, Cranberry and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.

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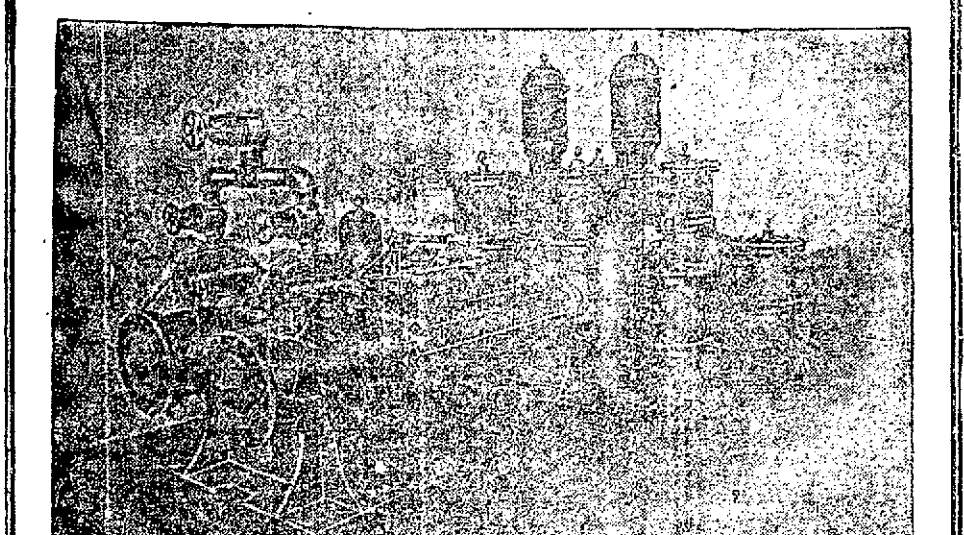
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